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FIG. 1

The diagram illustrates a vehicle control system. At the top, a box labeled 'ENGINE' is connected to a 'HYDRAULIC CU' (Hydraulic Control Unit) below it. The 'HYDRAULIC CU' outputs 'PRI PRESSURE' and 'SEC PRESSURE' lines. The 'PRI PRESSURE' line leads to a 'CVT CU' (CVT Control Unit), which in turn controls a 'CVT' (Continuously Variable Transmission) assembly. The 'CVT' assembly includes components labeled 10a, 10b, 10c, 11, 11a, 11b, 11c, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. The 'CVT CU' also receives 'ACC PEDAL STROKE' input from a pedal (24) and 'OIL PRESSURE SENSOR' (28) and 'OIL TEMP. SENSOR' (25) inputs. The 'CVT CU' outputs 'PRI SPEED' and 'SEC SPEED' signals to the 'ECU' (Engine Control Unit). The 'ECU' also receives 'INPUT TORQUE INFO' and 'RANGE SIGNAL' from the 'CVT CU'. The 'ECU' outputs an 'ENGINE CONTROL SIGNAL' to the 'ENGINE' and a 'THROTTLE OPENING SENSOR' (32) signal. The 'ECU' also receives a 'NE' (Neutral Engage) signal from the 'CVT CU'.

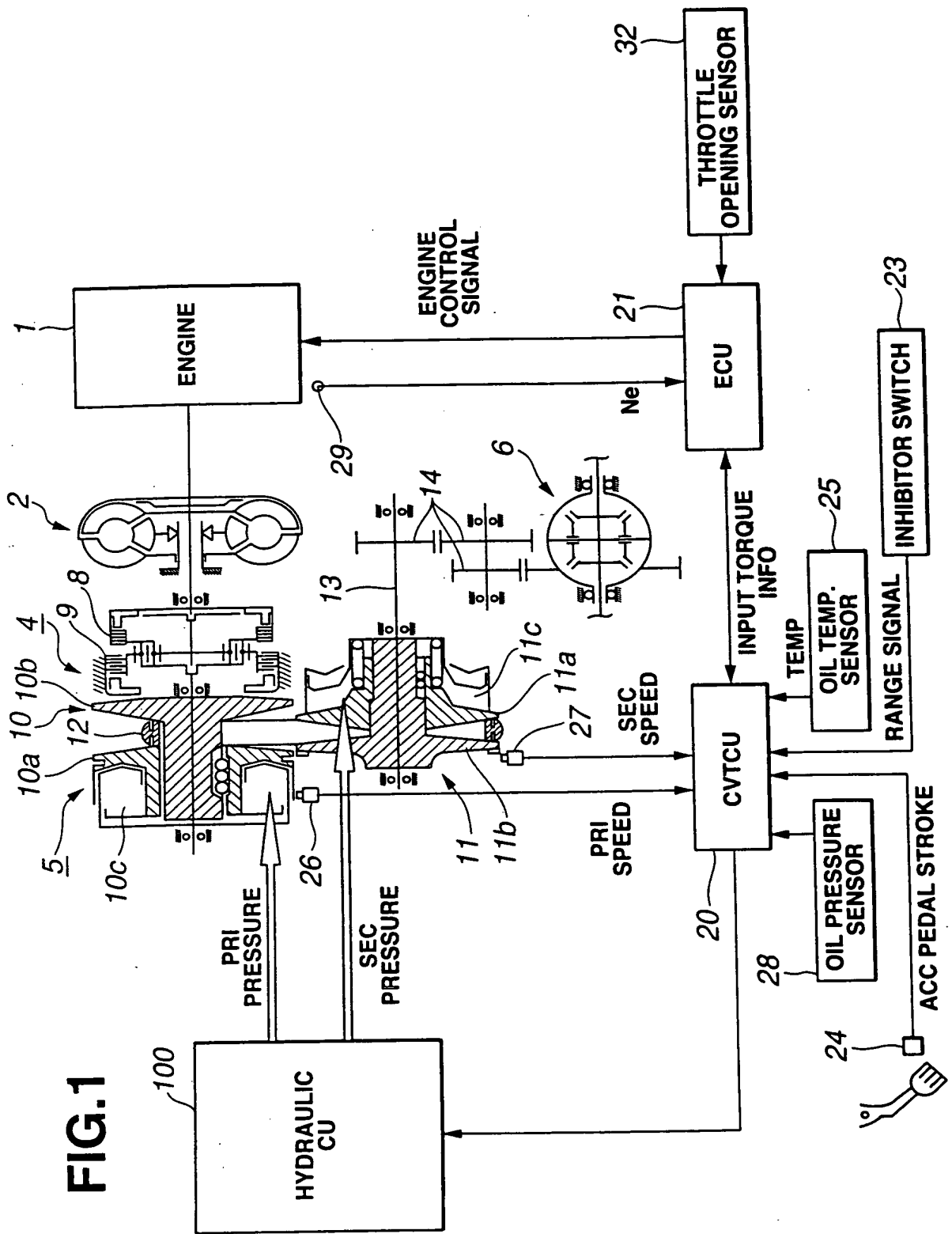


FIG.2

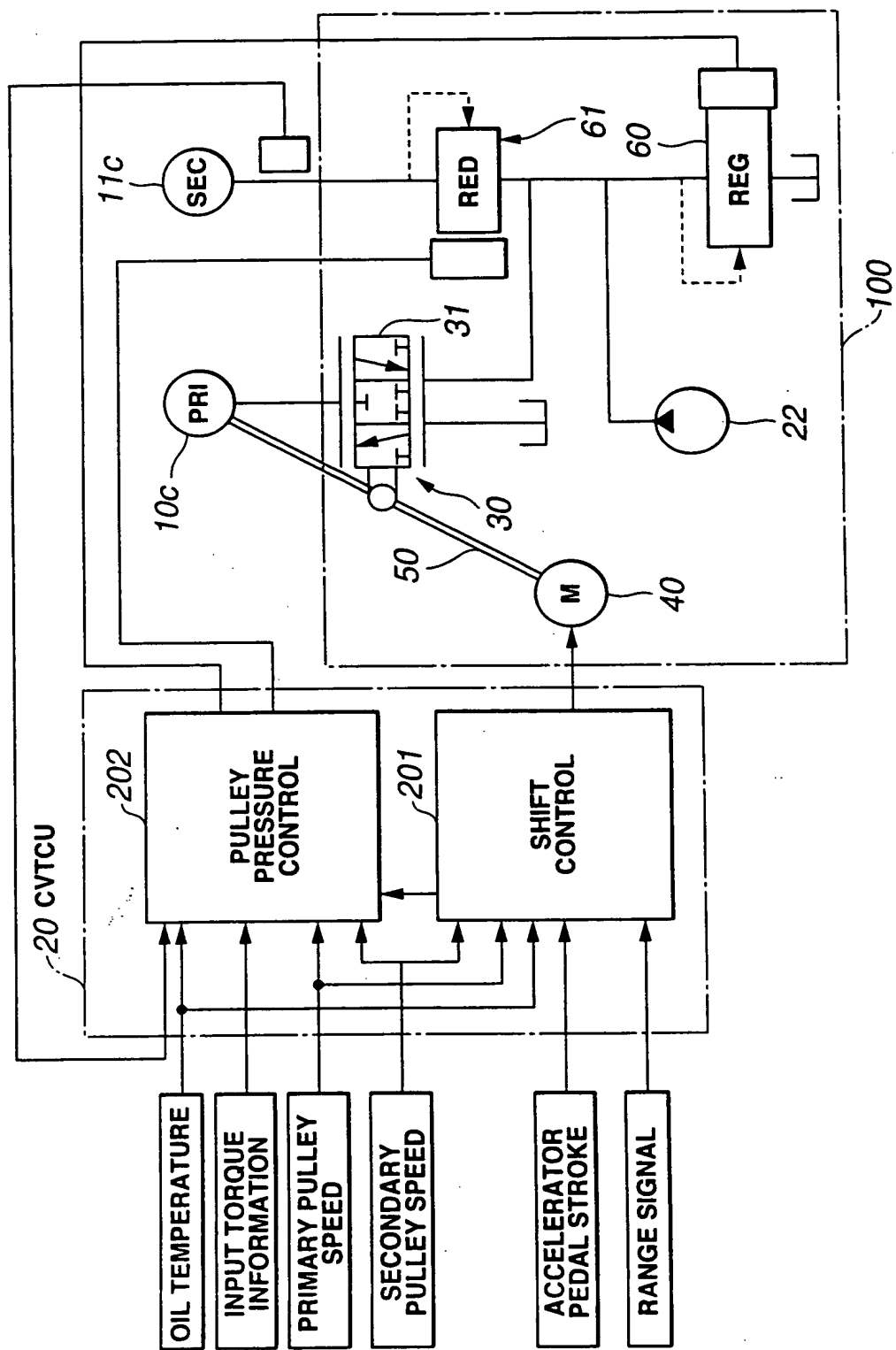


FIG.3

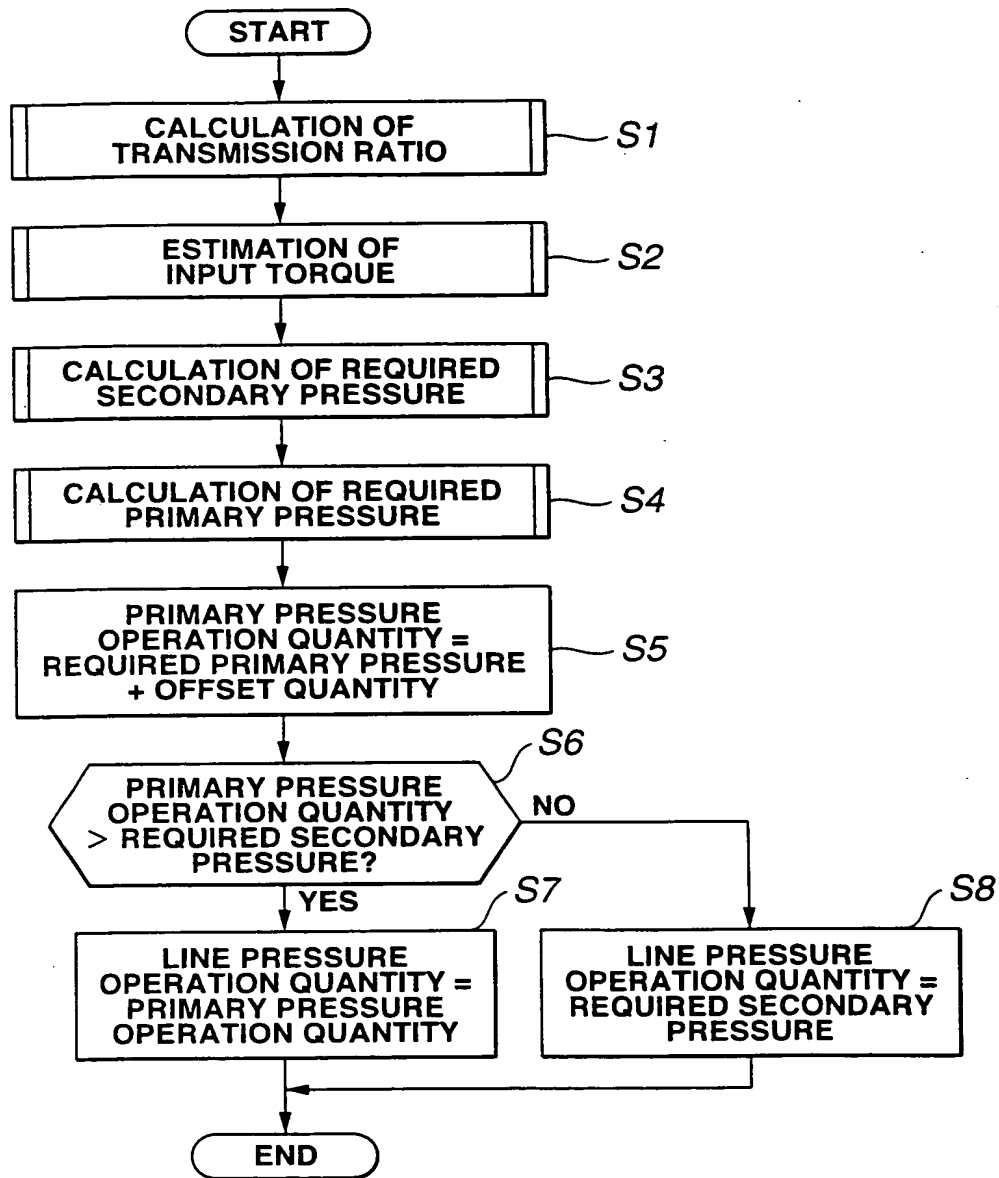


FIG.4

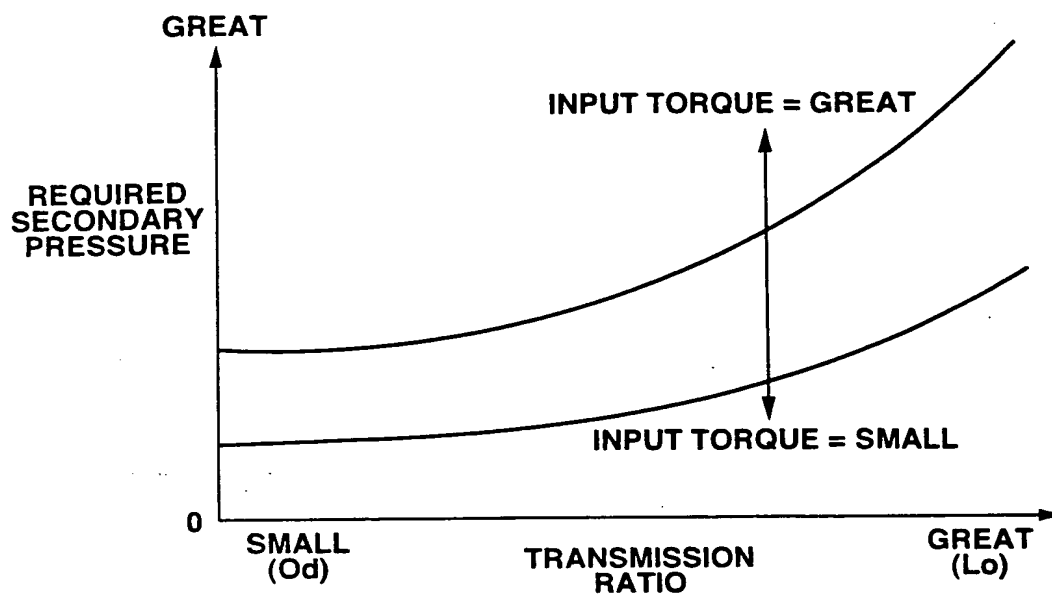


FIG.5

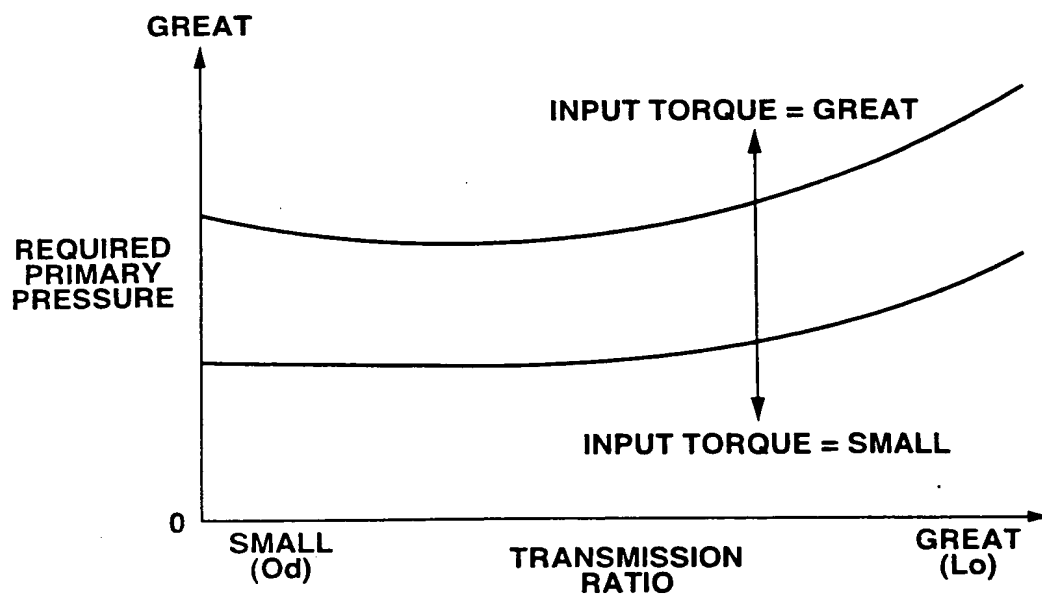


FIG.6

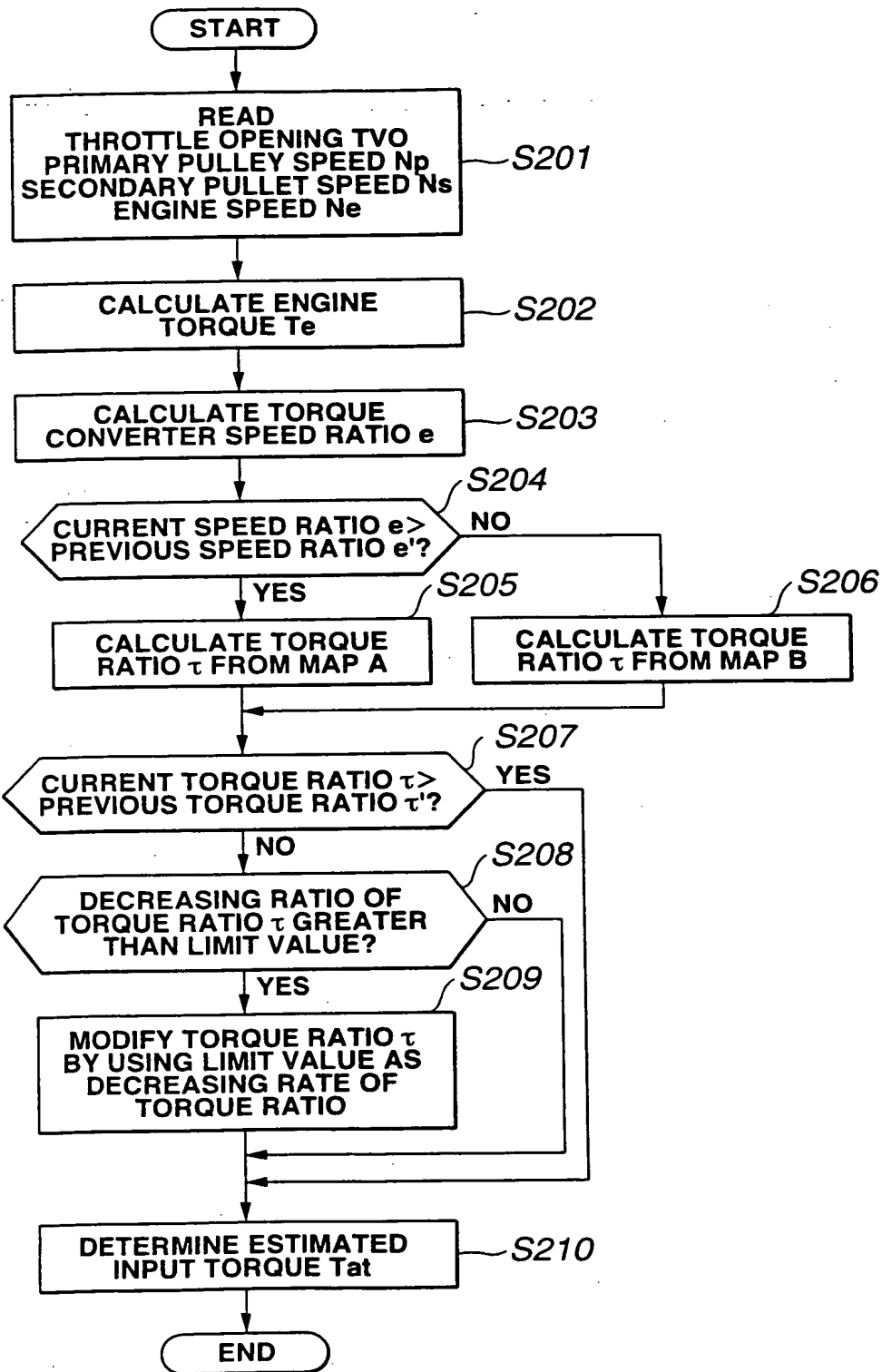


FIG.7

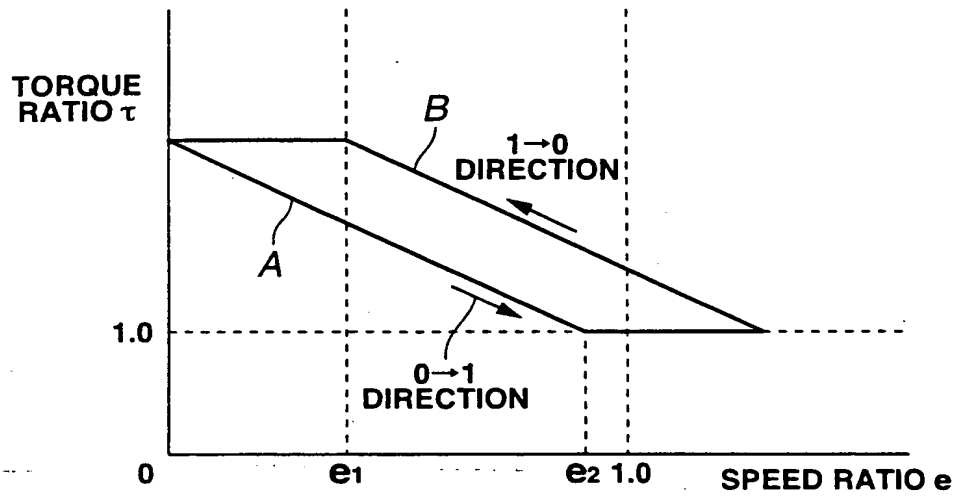


FIG.8

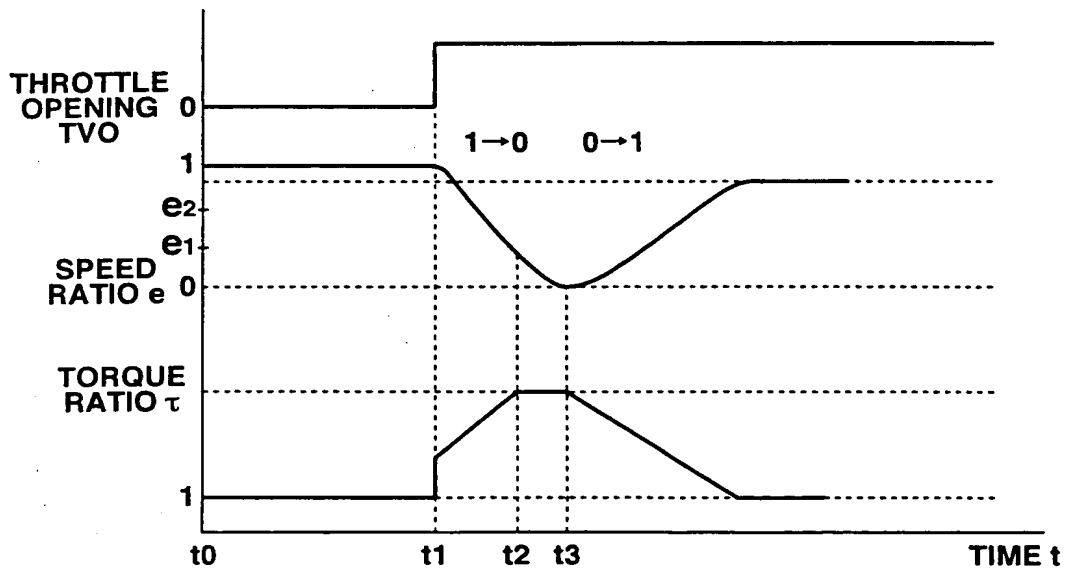


FIG.9

